AMENDMENTS TO THE CLAIMS

1. (Original) A method of controlling a motor vehicle with an automated clutch, with an engine that is actuated by an engine control device, with an actuator-controlled automated transmission, and with at least one electronic control device for actuating the transmission and the clutch, the method including the steps of:

detecting a quantity that is at least representative of a traveling speed of the vehicle,

detecting an actuation of at least one of a brake and a fuel-metering element,

detecting an operating state of the engine,

taking the clutch out of engagement if the engine is found to be running while the vehicle is found to be traveling at a speed greater than a threshold value, and if at the same time neither the brake pedal nor the fuel-metering element is found to be actuated, and

subsequently re-engaging the clutch if at least one of the brake pedal and the fuel-metering element is found to be actuated,

wherein prior to said re-engaging of the clutch, a transmission input rpm-rate is determined, and an engine rpm-rate is controlled in such a manner that said engine rpm-rate and said transmission input rpm-rate are brought towards a closer agreement.

2. (Original) The method of claim 1, wherein the engine rpm-rate is brought into closer agreement with the transmission input rpm-rate by setting an rpm-target for the engine control device.

3. (Original) The method of claim 2, wherein the rpm-target for the engine control device is set by the electronic control device, and wherein the engine control device brings the engine rpm-rate into closer agreement with the rpm-target by controlling a fuel flow rate to the engine.

4. (Original) The method of claim 1, wherein the engine rpm-rate is brought into closer agreement with the transmission input rpm-rate through a control intervention directed at an output torque of the engine.

5. (Original) The method of claim 4, wherein said control intervention is effected through the steps that:

the at least one electronic control device sets an engine torque control target for the engine control device,

the engine control device adjusts the engine torque according to said control target, and

the control target is varied over time during said adjustment in such a manner that the engine rpm-rate is brought into agreement with the transmission input rpm-rate.

6. (Original) The method of claim 1, wherein the re-engaging of the clutch takes place after the engine rpm-rate and the transmission input rpm-rate are in agreement.

7. (Original) The method of claim 1, wherein the re-engaging of the clutch is started after the engine rpm-rate and the transmission input rpm-rate are in agreement.

8. (Original) The method of claim 6, wherein the re-engaging of the clutch is performed at a maximum speed of engagement.

9. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 5% of each other.

10. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate and the transmission input rpm-rate are within 50 rpm of each other.

11. (Original) The method of claim 6, wherein a criterion for considering said agreement to be met depends on a rate of change of the engine rpm-rate.

12. (Original) The method of claim 6, wherein said agreement is considered to be met if the engine rpm-rate equals of exceeds the transmission input rpm-rate.

13. (Original) The method of claim 4, wherein after the re-engaging of the clutch an indicated level of engine torque at which the control intervention was performed is cut back by lowering a fuel flow rate to the engine.

14. (Original) The method of claim 1, wherein if the actuation of the brake is detected, the re-engaging of the clutch takes place before the engine rpm-rate and the transmission input rpm-rate are in agreement.

15. (Original) The method of claim 1, wherein if the actuation of the fuel-metering device is detected, the re-engaging of the clutch takes place when or after the engine rpm-rate and the transmission input rpm-rate are in agreement.

16. (Currently Amended) ~~A~~ The method of claim 1, further including the step of: ~~controlling a motor vehicle with an automated clutch, with an engine that is actuated by an engine control device, with an actuator-controlled automated transmission, and with at least one electronic control device for actuating the transmission and the clutch, the method including the steps of:~~

~~detecting a quantity that is at least representative of a traveling speed of the vehicle,~~

~~detecting an actuation of at least one of a brake and a fuel-~~

~~metering element,~~

~~detecting an operating state of the engine,~~

~~taking the clutch out of engagement if the engine is found to be running while the vehicle is found to be traveling at a speed greater than a threshold value, and if at the same time neither the brake pedal nor the fuel-metering element is found to be actuated, and~~

immediately beginning to re-engage the clutch if the brake pedal is found to be actuated.

17. (Currently Amended) ~~A~~ The method of claim 1, further including the step of: ~~controlling a motor vehicle with an automated clutch, with an engine that is actuated by an engine control device, with an actuator-controlled automated transmission, and with at least one electronic control device for actuating the transmission and the clutch, the method including the steps of:~~

~~detecting a quantity that is at least representative of a traveling speed of the vehicle,~~

~~detecting an actuation of at least one of a brake and a fuel-metering element,~~

~~detecting an operating state of the engine,~~

~~taking the clutch out of engagement if the engine is found to be running while the vehicle is found to be traveling at a speed greater than a threshold value, and if at the same time neither the brake pedal nor the fuel-metering element is found to be actuated, and~~

while the clutch is disengaged, setting the transmission into a neutral position.

18. (Original) The method of claim 17, wherein after the transmission has been set into the neutral position, a volume-equalizing process is allowed to take place in a hydraulic circuit of the motor vehicle.

19. (Original) The method of claim 18, wherein the clutch remains engaged for a selectable time period while said volume-equalizing process is taking place.

20. (Original) The process of claim 17, wherein a current transmission ratio that is engaged prior to setting the transmission into the neutral position is stored in a memory of the electronic control unit.

21. (Original) The method of claim 20, wherein while the clutch is disengaged and the transmission is in the neutral position, the stored transmission ratio is re-engaged.

22. (Original) The method of claim 18, wherein the clutch is re-engaged after the transmission has been set into the neutral position and wherein the volume-equalizing process is performed only after a selectable time period has elapsed following said re-engagement of the clutch.

23. (Original) The method of claim 20, wherein if the motor speeds up after the clutch has been disengaged and the transmission has been set into the neutral position, a higher transmission ratio than has been stored in memory is set in the transmission.

24. (Withdrawn) A method of controlling a motor vehicle with an automated clutch, with an engine that is actuated by an engine control device, with an actuator-controlled automated transmission, and with at least one electronic control device for actuating the transmission and the clutch, the method including the steps of:

a) detecting a quantity that is at least representative of a traveling speed of the vehicle,

b) detecting an actuation of at least one of a brake and a fuel-metering element,

c) detecting an operating state of the engine,

d) detecting whether a current traveling situation indicates a need for engine-braking, and

e) if the engine is found to be running while the vehicle is found to be traveling at a speed greater than a threshold value, and if at the same time neither the brake pedal nor the fuel-metering element is found to be actuated:

disengaging the clutch if the result of step d) is negative,

preventing disengagement of the clutch if the result of step d) is affirmative.

25. (Withdrawn) The method of claim 24, wherein the need for engine-braking is found by detecting that the motor vehicle is traveling on a downhill grade.

26. (Withdrawn) The method of claim 24, wherein the need for engine-braking is found by detecting that the non-actuated state of the fuel-metering device was preceded by a rapid cutback of the fuel-metering device.

27. (Withdrawn) The method of claim 26, wherein said rapid cutback occurs within a time interval of less than 0.2 seconds.

28. (Withdrawn) The method of claim 24, wherein the need for engine-braking is found by detecting that the motor vehicle is being driven in a sport-oriented manner.

29. (Withdrawn) The method of claim 24, wherein the need for engine-braking is found by detecting that a sport-oriented program mode has been selected in a mode-selector device.